DTC	P0016	CRANKSHAFT POSITION – CAMSHAFT POSITION CORRELATION (BANK 1 SENSOR A)

DTC	P0018	CRANKSHAFT POSITION – CAMSHAFT POSITION CORRELATION (BANK 2 SENSOR A)

CIRCUIT DESCRIPTION

Refer to DTC P0335 and P0339 on page 05–90.

DTC No.	DTC Detection Condition	Trouble Area
P0016	Deviation in crankshaft position sensor signal and VVT sensor 1 signal (2 trip detection logic)	• Mechanical system (timing belt has jumped tooth, belt stretched) • ECM
P0018	Deviation in crankshaft position sensor signal and VVT sensor 2 signal (2 trip detection logic)	• Mechanical system (timing belt has jumped tooth, belt stretched) • ECM

WIRING DIAGRAM

Refer to DTC P0335 and P0339 on page 05–90.

INSPECTION PROCEDURE

HINT:

Read freeze frame data using the hand–held tester. Freeze frame data records the engine conditions when a malfunction is detected. When troubleshooting, freeze frame data can help determine if the vehicle was running or stopped, if the engine was warmed up or not, if the air–fuel ratio was lean or rich, and other data from the time the malfunction occurred.

1	CHECK VALVE TIMING (CHECK FOR LOOSE OR JUMPED TOOTH OF TIMING BELT) (See page 14–7)

OK: The matchmarks of crankshaft pulley and camshaft pulley are aligning.

NG → ADJUST VALVE TIMING (See page 14–7)

OK

REPLACE ECM (See page 10–13)